









## THE JAPANESE ARMY.

The establishment of officers in the Japanese army at present is said to be as follows:—

Field Marshals	3
(Marquis Yamagata, Prince Komatsu, Marquis Oyama)	
Full-Generals	21
(Viscount Moku, Viscount Sakuma, Viscount Katsura)	
Lieut. Generals	96
Colonels	48
Lieut. Colonels	113
Majors	481
Captains	1,397
Lieutenants	1,509
Second Lieutenants	1,302

## THE JAPAN HOUSE OF REPRESENTATIVES.

There is a strong movement in favour of dissolving the present House of Representatives, and holding a general election in accordance with the provisions of the Amended Law of Election. By passing the Amended Law, the Diet has endorsed the Government's contention that the old law operated unjustly since it did not provide even approximately adequate representation for the urban population. Such an injustice should not be unremedied a day longer than is unavoidable, according to the view of those that favour the immediate dissolution of the House. In the ordinary course of events the next general election would not take place until 1902, nor would the Amended Law become operative before that time. Hence the desire to hasten matters. We imagine, however, that a considerable interval will be required for the lists of the electorates so as to bring them into agreement with the reduced property qualification, and that Government will not be disposed to hasten the process. It is conceivable, also, that some pledge was given to the present members of the Lower House in consideration of the support extended to them by the Bill embodying the Amended Law.

## TROOP LIFE ON BOARD A TRANSPORT.

"With Troops to South Africa" is a title of a paper by Lieut W. John, R.N.R. in the *Leisure Hour*. He fills in a niche in the story of the war which is many readers have been, vacant hitherto. Here is his sketch of the occupation of the troops after calling at St. Vincent, which, news arrived of the first British reverses, etc., coal was consequently crowded on board to shorten the passage.

Now commenced the longer half of the passage if you will kindly pass the expression without argument. For the first few days after leaving St. Vincent everybody was very busy at one thing and another, principally cleaning of clothes, persons, upper deck, troop deck, paintwork, etc. for the coal-dust was everywhere, and in such a crowded ship the fresh-water supply was necessarily not unlimited. In addition to this, there was "physical drill" both forenoon and afternoon, and the severity of its application seemed to increase with the heat of the weather. In truth, it seemed that the military officers intended to pare off all fat and non-fighting material before taking the field, for they spared neither themselves nor their men. There was also firing practice with rifle and revolver at a cork fender towing astern, and at bottles, chunks of wood, and empty barrels thrown overboard. And the executive officer of the ship with a view to her private interests, would constantly employ troops whenever he could for quite un-military purposes, such as the sealing of old paint and rust, the setting and furling of awnings and windfalls, the washing of paintwork, the scrubbing of decks, and indeed any thing he could inveigle them into with profit. And the purser and the troop-deck officer—the latter the ship's third officer specialised for the troping voyage—had to have working parties for getting up stores, pumping water, etc. So that there was always plenty going forward, and those who were supposed to be doing nothing were usually occupied in gambling of one sort or another or singing hymns and popular songs indiscriminately or practical joking in general, lounging all over the hatches, bunks, boats, wherever they could coil themselves, and keeping more or less out of the way of those who were working. A large amount of old periodical light literature, as well as some not entirely light was in circulation throughout the ship. Most of it had been sent charitably as reading matter for the troops, by various private persons and communities.

## MR. CHAMBERLAIN ON THE POLICY OF THE GOVERNMENT.

With a candour which disarmed criticism the Colonial Secretary admitted that the country had gone into the war wholly unprepared, but instead of inventing excuses he spoke the word which the nation was longing to hear, and gave the assurance, for the sake of which they will forgive everything, that the war shall be carried through with unflinching resolve to the end. He never stopped to argue, except when he urged that if it was the fault of the Government that the war surprised them in such a condition of unreadiness, that at the outset they had to abandon whole districts of British territory to invasion, that at least showed how little they had intended or expected war, and how peaceful had been the purpose of the negotiation. This point was well rubbed in by Mr. Chamberlain, showing his intimate understanding of the true state of public opinion, and precisely because he declined to say to justify the shortcomings of the past and brushed them aside in his eagerness to tell of the work of the morrow, of the things that shall be when the full strength of England is exerted, he had his hour of triumph, and sat down amid cheers that came from all parts of the house.

## STORAGE OF AMMUNITION AT ODESSA.

A military correspondent at Odessa states that large quantities of both heavy and light ammunition are being concentrated there from the various military depots in the eastern province of Russia for early shipment to the Far East. A considerable number of guns will be taken out early next month, in order to supersede weapons of remote make which were placed in positions in the Liaoning Peninsula when it first came into the possession of Russia.

THE CRITERION THEATRE, LONDON, is being crowded nightly by delighted audiences with "HIS EXCELLENCY THE GOVERNOR." See the Dallas Company's Performance on MONDAY. [30b]

## THE EMPEROR'S TELEGRAM TO THE QUEEN.

The despatch of a congratulatory telegram by the Emperor of Japan to the Queen of England, in connection with the recent victories won by the British forces in South Africa, has evidently caused much satisfaction in Japan. The *Jiji Shimpō* and the *Yomiuri* comment on the act in terms of high approval. Both journals allude to the great solicitude evidently felt by Her Majesty and to the measures she has adopted from time to time to show that her heart is with the soldiers, and both are of opinion that these successes now achieved are due in no small degree to Her Majesty's virtues. The *Jiji* says:—"We do not for a moment regard England as a foreign country. She has our true and full sympathy. Our Sovereign does not speak in the name of himself and the Empire only; he speaks in the name of the whole nation, and we do not doubt that the British people, appreciating our sentiments, will derive from this incident an access of friendship towards Japan." It need scarcely be added that the two journals express practical approval of the wise act shown by Her Majesty, and of the attention uniformly directed by him to everything that concerns the interests of the State.

## SIR REDVERS BULLER.

Those who only know Sir Redvers Buller in his capacity as a soldier must form an incomplete conception of him. He is a very different person in Devonshire and in Pall Mall. On his Downes estate there is not a blade of grass that he has not watched not a cottage that he has not planned, not a labourer whom he has not known as a boy. What Sir Redvers really enjoys most, next to starting off upon a campaign at short notice, is the life of a country squire.

One of the most eminent of living generals, a very old friend, is in the habit of saying, "Buller's company is very good for me; he tells me my faults, and I keep near him, just as the old ladies like to live near a cemetery that I may remember my latter end."

Just before joining his regiment he very nearly put an end to everything. He was up in a tree in the woods at Downes, lopping, when he cut his right leg so severely that the Devonshire doctor declared it must be amputated or else he would die. Redvers Buller stoutly replied that he would rather die with his legs than live with one, and he was eventually cured. It has, however, slightly hampered his movements.

When he was a boy he must have learned Scott's verse-romances by heart, for he retains traces of them still. But in prose Sir Redvers's tastes are definite. Two English classics travel about with him in miniature editions; he never starts on a campaign without Bacon's "Essays" and the "Essays of Elia."

In all Sir Redvers's personal tastes, I think that a leaning to the great style may be traced. In literature he prefers the master language; in music his predilection is classical; and in modern artists, while he valued the conversation of Millais and Boehm, his most intimate friend was Leighton, in whose attitude towards art and life he seemed to find particular satisfaction.

Once, at a dinner-party, a discussion arose as to the relative merits of the Biblical military heroes and of modern generals.—Some one, who took the antique side, quoted Joshua as an instance of a soldier the like of whom could not be matched in modern history. Mr. Gladstone in his vehement way, took this up at once. "Joshua!" he exclaimed. Why, Joshua couldn't hold a candle to Redvers Buller as a leader of men!"

In the South African war the Zulush had various names for Sir Redvers Buller; they called him "the Steam Engine," because he was always rushing out of unexpected places, and "the Brother of the Devil," because he led to much benevolence in their families.

## THE PROPER FUNCTION OF A NOVEL.

The proper function of a Novel as a work of art is to give pleasure and delight; satisfaction by the record of some limited and eventful cycle of strenuous human action which is on the whole, or at least from some particular aspect, worthy of admiration.

But the pleasure, the delight, the satisfaction may be of very different kinds. It should be more sensual delight or morbid excitement, if the writer simply panders to a prurient curiosity, his work even from the point of view of art, and this, however great may be the power exerted, however consummate the skill exhibited, in the setting forth of a story which partakes of the character of a risqué ballet dance, or of the tricks of a lion-tamer. If on the other hand the pleasure or delight or satisfaction should be that of a not unhealthy interest in the fortunes—say in the legitimate love-affairs—of the hero and the heroine, then the tale is at least innocent, is at least negatively good, though capable of being misused by any one who is so foolish as to neglect serious work for the sake of idle reading. But if the writer goes deeper down and touches the more hidden springs of human action, if the obstacles which beset the hero's path are not mere obstacles of circumstances but such as have their roots in the abiding conflict between the higher and the lower nature, between duty and passion, between the sanction of religion and the allurements of the world, then—assuming the work to be skilfully done and the hero to follow the better path—the pleasure or satisfaction which is aroused is that of admiration of moral excellence, or of a moral victory. And it is equally clear that the admiration of moral excellence or of a moral victory is of an altogether higher order than the satisfaction which is experienced in beholding Manfred and Rosamund, or Edwin and Angelina, after the varying vicissitudes of their courtship, triumphantly returning to the ancestral castle or comfortably settled in the suburban villa. "Design," says Mr. Ruskin, "is the choosing and placing the colour so as to help and enhance all the other colours; it is set beside, So of thoughts; in a good composition, every idea is presented in just that order, and with just that force, which will perfectly connect it with all the other thoughts in the work, and will illustrate the others, as well as receive illustration from them; so that the entire chain of thoughts offered to the beholder's mind shall be received by him with as much delight and with as little effort as is possible. And thus you see design, properly so called, is human invention, consulting human capacity. Out of the infinite heap of things around us in the world, it chooses a certain number which it can thoroughly grasp, and presents this group to the spectator in the form best calculated to enable him to grasp it also, and to grasp it with delight."

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## A GERMAN VIEW OF AMERICAN IRON AND STEEL INDUSTRIES.

A recent issue of the *Berliner Tageblatt* contains a most interesting article on the iron and steel industries of the United States, from which we take the following. Concerning the industrial situation in the United States the impression derived by a foreigner is that the present remarkably favourable conditions are solid, legitimate, and likely to be permanent. This is particularly true of the mining and metal industries. An important element in the present unparalleled prosperity of these industries in America is the strong, steady, continuous demand for metals, particularly those used in electrical machinery and installations. It is also true that America far surpasses us in the use of iron and steel for building purposes.

It is undeniable that the American iron works operate under decidedly more favourable conditions of production than our own. An important factor in these conditions is the fact that the United States possesses far richer and more widely-distributed iron deposits than Germany. While we are largely dependent upon imported ores—especially Swedish—the American iron works find their raw material at home. To this must be added the other important advantage that the construction and equipment of their iron and steel works far excel those of Germany and indeed every other European country. In America we find what seems to us an astonishing substitution of machinery for manual labour. Only in the most necessary details is hand labour now employed. Such a vast and skilful application of machinery offers especial advantage in a time like this, when manual labour is costly and difficult to obtain. Finally comes the enormous advantage which the Americans enjoy through the high development of their railway system. The industries have at their command a railway system which far surpasses in cheapness and efficiency of service anything known in Europe. The first sight of the tracks and equipment of an American railroad makes upon a German an imposing impression. Their freight cars of all classes far surpass in size and carrying capacity those of the German railways. Their track system is relatively broader and stronger than ours. Special trucks for freight trains secure rapid, almost unbroken traffic. A widely developed system of branch and side railways (feeders) sustains the traffic of the principal lines. The rates for freight are exceedingly low. While the German railways are chiefly regulated by the State, the American ones are in the hands of private companies (excepting some unimportant special tariffs) 2.2 pence, in America the corresponding rate is only 0.6 pence per ton-mile.

Under these conditions, the German iron industry finds in that of the United States its greatest, most important, and most dangerous competitor, just at present, the full force of this competition is not apparent because there is an enormous home demand for iron and steel in America. Several shipments of American foundry pig iron to Germany prove, however, that we have in future to reckon with the competition of American metal here at home. These shipments were ordered by German consumers of pig iron because they were in urgent need of raw material. The belief that the competition of the American iron industry is not yet to be seriously feared may still be cherished in spite of the great development of trusts, concerning whose productive capacity many large figures have been published which is impossible to verify and which are probably exaggerated.

But where once a relapse occurs in the American market or a weakening of demand in the world's metal markets, then we shall have to reckon with a sharp and powerful competition from America, especially in heavy plates, structural steel and iron rails, for the production of all these in the United States is on an enormous scale. Above all this is true in respect to rails, the production of which is developed to an astonishing degree. Works which produce only one type of rails are not uncommon.

The German iron and steel works must follow the American example, and by a greatly enlarged use of machinery reduce the cost of production and protect themselves from future contingencies in the labour market. There is also urgently required for our industry much lower freight rates and the construction of special lines and extra tracks for freight traffic. In this respect, also, America is a model and example for us to follow.

Professor Koch has published his second report on his expedition to the Far East to investigate the origin and nature of malaria. He refers especially to his researches in Dutch India from Sept. 21 to Dec. 12, 1899. His two headquarters were in Java, Batavia and Ambarawa. The opportunities for research in the former place were fewer than the Professor had been led to expect, malaria cases having diminished in the last 15 years more than 50 per cent., probably on account of the free distribution of quinine to the inhabitants, 2,000 kilograms having been dealt out on an average in the last 10 years, and 2,304 kilograms being used in 1899 up to the beginning of October. The stay of the expedition in Batavia was utilised to test by means of monkeys how far malaria is transferable to animals. Seven animals (three orangutans, three *Hylobates agilis*, and one *Hylobates syndesmon*) were injected with malarial blood taken from patients suffering with tertian and tropical ague. The animals were, however, never infected. But although animals like human beings, such as monkeys, cannot be infected with malaria, it must not be supposed, the Professor says, that other animals cannot harbour malaria parasites in their blood. Man is the only bearer of these parasites, a fact most important for the fighting of malaria.

Herr Koch's investigations in Ambarawa, in Central Java, situated south of the harbour of Samarang, where much rice is cultivated, were very interesting. Despite the swampiness of this district, very few cases of malaria were found among adults, 21 cases being reported in two weeks. Professor Koch having noticed in South Africa that children were especially liable to infection, examined children in three different villages. In the first village 92 per cent., in the second 12 per cent., and in the third 23 per cent. were found to have malaria parasites in their blood, 16 per cent., 15 per cent., and 41 per cent. in three villages being infected in their tender years. This shows that, in order to find out whether a district is malarial or not, children should be the first examined. Anyone having malaria in a district very few cases of malaria were found among adults, 21 cases being reported in two weeks. 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## Intimations.

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on TUESDAY, the 27th day of March, at NOON, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant.

**SPECIAL RESOLUTION.**  
That the Profits accrued to the Company from the issue of a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board,  
A. SIBBON HOOPER,  
Secretary.  
Hongkong, 7th March, 1900. [297b]

## HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

THE ORDINARY HALF YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company in the 1st December, 1899, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,  
C. MOONEY,  
Secretary.

Hongkong, 1st March, 1900. [297b]  
THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1.—To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.  
2.—To consider and if thought fit to pass a Resolution to the effect that the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof.

A copy of the proposed New Regulations may be seen at the Company's Office.  
Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.  
Dated the 1st day of March, 1900.  
By Order of the Board,  
C. MOONEY,  
Secretary.

CHINA SUGAR REFINING COMPANY, LIMITED.  
NOTICE.

THE TWENTY SECOND ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 29th March, 1900, at 5 P.M., for the purpose of receiving their Report with a Statement of Accounts, ending on the 31st December, 1899.  
The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents.  
Hongkong, 9th March, 1900. [311b]

## HONGKONG CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the Club will be held in the CLUB HOUSE, on THURSDAY, the 29th March, 1900, at 5 P.M., for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 15th instant.

C. H. GRACE,  
Secretary.  
Hongkong, 19th March, 1900. [329b]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

THE ELEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 31st March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, and for the election of a Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 23rd March, 1900. [335b]

## LUZON SUGAR REFINING CO., LIMITED.

## NOTICE.

THE EIGHTEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddar Street, at 12.30 P.M., on SATURDAY, the 31st March, for the purpose of receiving their Report and a Statement of Account to 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st instant, both days inclusive.

JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, 20th March, 1900. [336b]

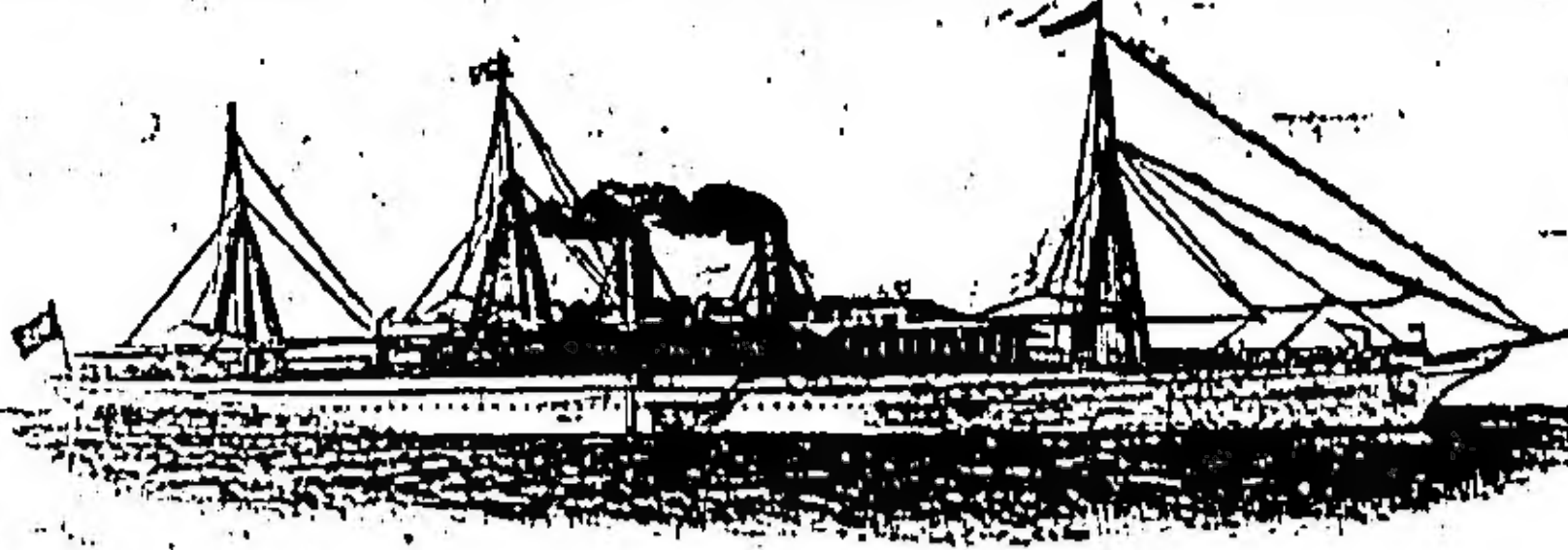
## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The undersigned AGENTS of the above Company are prepared to accept First CLASS FOREIGN AND CHINESE RISKS at CURRENT RATES.  
—SIEMSEN & Co.  
Hongkong, 28th May, 1899. [30]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

**PROPOSED SAILINGS FROM HONGKONG.**  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 23rd April.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pender's Street.  
Hongkong, 14th March, 1900. [3]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

**PROPOSED SAILINGS FROM HONGKONG.**

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia ..... 2,837 | J. Truebridge | Mar. 31  
Sikh ..... 2,747 | J. Rowley | April 14  
Glenage ..... 3,759 | W. Frakes | April 24  
Queen Adelaide ..... 2,832 | F. McNair | May 3

ALSO  
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Bracmar ..... 3,601 | W. Watt | Mar. 25  
Nimmo ..... 2,874 | W. A. Evans | May 19  
Bracmar ..... 3,601 | W. Watt | June 9  
Nimmo ..... 2,874 | W. A. Evans | Aug. 4

\* AT DAYLIGHT.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 24th March, 1900. [4]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

**PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.**

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Lady Joyce ..... 3,194 | about | Mar. 31  
Strathclyde ..... 5,023 | about | April 14  
Carlisle City ..... 3,002 | about | April 28  
Cormarthenshire ..... 9,929 | about | May 12  
Belgian King ..... 3,379 | about | May 26  
Thyris ..... 3,406 | about | June 9

THE Steamship

"LADY JOICEY,"

will be despatched for SAN FRANCISCO and SAN FRANCISCO, VIA KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 31st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 16th March, 1900. [28]

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 5th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco, for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.  
Hongkong, 17th March, 1900. [1]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA,"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this Port for MARSEILLES and LONDON (DIRECT), on SATURDAY, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.



Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 17th March, 1900. [15]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulul) ..... Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulul) ..... Tuesday, 1st May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulul) ..... Wednesday, 23rd May, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.  
Hongkong, 17th March, 1900. [1]

THE COMPANY'S STEAMSHIP

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.  
Hongkong, 20th March, 1900. [7]

THE COMPANY'S STEAMSHIP

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SADO MARU ..... MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. TUESDAY, 27th March, at Daylight.

MIRAWA MARU ..... SHANGHAI, CHEMULPO and NAGASAKI. TUESDAY, 27th March, at Daylight.

KAGOSHIMA MARU ..... MOJI, KOBE and YOKOHAMA. TUESDAY, 27th March, at Noon.

HIROSHIMA MARU ..... BOMBAY, via SINGAPORE and COLOMBO. FRIDAY, 30th March, at Noon.

FUTABA MARU ..... MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE. FRIDAY, 30th March, at 4 P.M.

KAWACHI MARU ..... MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. FRIDAY, 13th April, at Daylight.

\*KINSHU MARU ..... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE and YOKOHAMA. THURSDAY, 19th April, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager. [6]  
Hongkong, 20th March, 1900.

## NORDEUTSCHER LLOYD.



## HAMBURG-AMERIKA LINE.

(Freight Service.) (Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ASTORIA ..... NEW YORK, (via SUEZ CANAL). 29th March. Freight.

Hildebrandt ..... HAVRE and HAMBURG. About 3rd April. Freight.

\*KRECH ..... (LONDON with transshipment in HAMBURG) HAVRE and HAMBURG. About 10th April. Freight and Passage.

\*HEIDELBERG ..... (LONDON with transshipment in HAMBURG) HAVRE and HAMBURG. About 20th April. Freight and Passage.

\*SERBIA ..... (LONDON with transshipment in HAMBURG) HAVRE and HAMBURG. About 30th April. Freight.

\* Ostermann ..... (LONDON with transshipment in HAMBURG) HAVRE and HAMBURG. About 30th April. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents. [27]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) ..... Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) ..... Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) ..... Thursday, 31st May, at Noon.

THE Steamship

"AMERICA MARU,"







## Shipping.

## STEAMERS.

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"ORESTES,"  
Captain Peters, will be despatched on  
on MONDAY, the 26th March.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th February, 1900. [248b]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR SINGAPORE, SAMARANG  
AND SOERABAYA.  
THE Company's Steamship

"SHANTUNG,"  
Captain Saies, will be despatched as above  
on TUESDAY, the 27th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th March, 1900. [349b]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND  
CALCUTTA.  
THE Company's Steamship

"CHELYDRA,"  
Captain Davies, will be despatched as above  
on WEDNESDAY, the 28th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 21st March, 1900. [373b]

NIPPON YUSEN KAISHA.  
FOR MANILA.  
THE Company's Steamship

"FUTAMI MARU,"  
(3,800 Tons Gross, Captain J. Thom.) will  
be despatched for the above Port, on FRIDAY,  
the 30th instant, at 4 P.M.  
This new Mail Steamer is specially con-  
structed for service in the Tropics and is  
provided with Superior Accommodation and  
with all modern fittings and improvements for  
the safety and comfort of Passengers, Electric  
Light and Refrigerator, Doctor and Stewards  
carried.  
Return Tickets issued by this Company are  
available for return by steamers of the other  
Lines.  
For Freight or Passage, apply to—  
A. S. MIHARA,  
Manager.  
Hongkong, 20th March, 1900. [365b]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"GLAUCUS,"  
Captain Barrow, will be despatched on  
TUESDAY, the 27th April.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th March, 1900. [330b]

SHEWAN, TOMES & CO'S  
"NEW YORK" LINE.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"LOVSTAKEN,"  
will be despatched for the above  
Port on or about the 5th April.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 20th March, 1900. [339b]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched on  
TUESDAY, the 10th April, at Noon.  
The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. The First-class Saloon is situated  
forward of the Engines. A Refrigerating  
Chamber enters the Supply of Fresh Provi-  
sions during the entire voyage.  
A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Com-  
pany to and from AUSTRALIA are available for  
return by the Steamers of the EASTERN AND  
AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th March, 1900. [343b]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA.  
THE Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched as  
above on TUESDAY, the 10th April.  
The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. The First Class Saloon is situated  
forward of the Engines.  
A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th March, 1900. [344b]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo  
to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)  
THE Steamship

"EASTERN,"  
Captain Winthrop, will be despatched as above  
on THURSDAY, the 3rd May, at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
The Steamer is installed throughout with  
Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—Return Tickets issued by this Com-  
pany to and from AUSTRALIA, are available for  
return by the Steamers of the CHINA NAVI-  
GATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 15th March, 1900. [347b]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR AMOY AND TAMSUI.  
THE Company's Steamship  
"FORMOSA,"  
Captain Douglas, will be despatched for the  
above Ports, TO-MORROW, the 25th instant,  
at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
General Managers.  
Hongkong, 24th March, 1900. [348b]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY & TAIWANFOO.  
THE Company's Steamship

"THALES,"  
Captain Passmore, will be despatched for the  
above Ports, TO-MORROW, the 25th instant,  
at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
General Managers.  
Hongkong, 24th March, 1900. [379b]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"TAMSUI MARU,"  
Captain K. Sobajima, will be despatched for the  
above Ports, TO-MORROW, the 25th instant,  
at Daylight.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 24th March, 1900. [45]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR NINGPO.

"CHINKIANG,"  
Captain Vaughan, will be despatched as  
above on SATURDAY, the 31st instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 22nd March, 1900. [377b]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR TIENSIN.

"NANCHANG,"  
Captain Finlayson, will be despatched as above  
on WEDNESDAY, the 4th April.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 22nd March, 1900. [378b]

FOR NEW YORK VIA SUEZ CANAL.

"PATHAN,"  
will be despatched for the above Port on or  
about the 7th April.  
For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 6th March, 1900. [132b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

"HECTOR,"  
Captain Barr, will be despatched on  
TUESDAY, the 10th April.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st March, 1900. [371b]

## Consignees.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CITY OF DUBLIN."  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE AND MOJI.  
The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 20th March, 1900. [4]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLEI,"  
FROM ANTWERP, LONDON AND  
SINGAPORE.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence and/or from the wharves  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 28th instant, will be  
subject to rent.  
All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 3rd  
April, or they will not be recognized.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 27th instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 20th March, 1900. [368b]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship  
"CITY OF RIO DE JANEIRO."  
The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for Countersignature, and to  
take immediate delivery of their Goods from  
alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
C. L. GORHAM,  
Acting Agent.  
Hongkong, 21st March, 1900. [1]

## Consignees.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,  
ADEN, KARRACHI, BOMBAY,  
COLOMBO, PENANG AND  
SINGAPORE.

THE Steamship

"MARIA VALERIE,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.  
This vessel brings Cargo—  
From Trieste, ex S.S. Imperator transhipped  
at Bombay.  
From Venice, ex S.S. Carlotta & Massimiliano  
transhipped at Trieste.  
From Levante, ex S.S. Sallurna transhipped  
at Port Port.  
Optional Cargo will be discharged here unless  
notice to the contrary be given immediately.  
No Claims will be admitted after the Goods  
have left the Godowns, and all claims must be  
sent in to the Office of the Undersigned before  
Noon on the 26th instant, or they will not be  
recognized.  
No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 26th  
instant, will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 20th March, 1900. [379b]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "WEIMAR,"  
of the NORDEUTSCHER LLOYD.

THE above named Steamer having arrived,  
Consignees of Cargo are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, whence delivery may be ob-  
tained.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before 4 P.M.,  
TO-DAY.  
No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 30th instant, will be  
subject to rent.  
All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on THURSDAY, the 29th instant,  
and MONDAY, the 2nd April, at 9.30 A.M.  
All Claims must reach us before the 5th  
April, or they will not be recognized.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
Undersigned.  
NORDEUTSCHER LLOYD.  
MELCHERS & Co.,  
Agents.  
Hongkong, 23rd March, 1900. [22]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"TIENSIN,"  
Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.  
This vessel brings on Cargo—  
From Persian Gulf, ex S.S. B.I.S.N. and  
B. & P.S.N. Co's Steamers.  
Goods not cleared by the 29th instant, at 4  
P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 23rd March, 1900. [5]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature and to  
take immediate delivery of their Goods from  
alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 23rd March, 1900. [4]

EXCHANGE.

Hongkong, 24th March.

ON LONDON, Telegraphic Transfer ..... 1/11  
Bank Bills, on demand, 1/11 7/10  
Credits, 4 months' sight ..... 1/11 1/2  
On BRUSSELS, (demand) ..... 2/10  
On PARIS, Bank Bills, on demand ..... 2/10  
Credits, 4 months' sight ..... 2/10 1/2  
On NEW YORK, Bank Bills, on demand ..... 47  
Credits, 30 days' sight ..... 47 1/2  
On BOMBAY, Telegraphic Transfer ..... 145  
On demand ..... 145  
On SHANGHAI, Telegraphic Transfer ..... 712  
Private, 30 days' sight ..... 724 nom.  
On YOKOHAMA, T.T. ..... 33 per cent. prem.  
Sovereigns, Bank's Buying Rate ..... \$10.16  
Gold Leaf too touch, per tael ..... 53.20  
Bar Silver ..... 27 1/2  
Dollars ..... 23 per cent. prem.

CRAGIEBURN.

Filton, Mr. W. A. Johnson, Rev. F. T.  
Filton, Mrs. A. Johnson, Mr. R. F.  
Flynn, R.N. Rev. F. Volpicelli, Consul  
Flynn, R.N. Rev. F. Volpicelli, Madame

BEATTIE, Mr. Andrew Hays, Mr. J.  
Brayne, Mr. H. F. R. Hendrichsen, Mr.  
Brown, Colonel Ingham, Mr. Chantrey  
Corbuck, Capt. Van John, Major G. R. St.  
Burr, Mr. J. E. Lee, Mr. J. E.  
Carrie, Mr. Arthur R. Martin, Mr. R.  
Carrington, Sir John W. Mitchell, Mr. Col. The  
Clarke, Capt. and Mrs. O'Gorman, Lt. Col. The  
A. C. Prynn, Capt. H. V.  
Dann, Mr. G. H. Kelly, Major C. W.  
Droz, Mr. F. J. Haver Ryan, Colonel  
Ezekiel, Mr. J. S. Sinclair, Mr. A. P.  
Forbes, Mr. A. Stokes, Mr. A. G.  
Fraser, Lt. Col. A. R. Stokes, Mr. A. P.  
Gompertz, Mr. H. H. Thomson, Mr. O. D.  
Gorkes, Colonel E. H. Wardwell, Misses (2)  
Graham, Mr. D. M. Wardwell, Miss  
Green, Mr. F. Wheeler, Mr. G. H.  
Gros, Mr. Edward F.

ON LONDON, Telegraphic Transfer ..... 1/11  
Bank Bills, on demand, 1/11 7/10  
Credits, 4 months' sight ..... 1/11 1/2  
On BRUSSELS, (demand) ..... 2/10  
On PARIS, Bank Bills, on demand ..... 2/10  
Credits, 4 months' sight ..... 2/10 1/2  
On NEW YORK, Bank Bills, on demand ..... 47  
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Credits, 4 months' sight ..... 1/11 1/2  
On BRUSSELS, (demand) ..... 2/10  
On PARIS, Bank Bills, on demand ..... 2/10  
Credits, 4 months' sight ..... 2/10 1/2  
On NEW YORK, Bank Bills, on demand ..... 47  
Credits, 30 days' sight ..... 47 1/2  
On BOMBAY, Telegraphic Transfer ..... 145  
On demand ..... 145  
On SHANGHAI, Telegraphic Transfer ..... 712  
Private, 30 days' sight ..... 724 nom.  
On YOKOHAMA, T.T. ..... 33 per cent. prem.  
Sovereigns, Bank's Buying Rate ..... \$10.16  
Gold Leaf too touch, per tael ..... 53.20  
Bar Silver ..... 27 1/2  
Dollars ..... 23 per cent. prem.

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